thing not altogether lovely) when I reach the end; but in the meantime, that the Ayes may fancy me all that is needed for an authority, and that the Noes may "lay the flattering unction to their (negative) souls," that I am but a nameless scribbler,—that both may thus have their sweet complacency unruffled, for I like to see folks pleased,—and that both may judge of *what is said* independently of *who says it* (the great principle I advocate).—I shall hide myself under the modest signature of R.

London.

*** Our good-humoured correspondent misconstrues the article referred to. *Magnanimously*, however, we give him the full benefit of his own statement now, and promise due consideration for his future communications.

FOREIGN ARCHITECTURAL AND COLLATERAL INTELLIGENCE.

The late Excavations at Salona.—It seems that the *admonitions* addressed to the authorities of Dalmatia by an eminent archæologist have had their effect, of which the above may be considered the first result. On this occasion, it is very justly observed by the German periodicals, that it is far better to have left antiquarian treasure untouched, than to see it rifled and spoiled by the hands of strolling and untaught collectors and hawkers. It is, moreover, to be borne in mind, that as such people only value what they can carry *away*, the most valuable remains of temples, sepulchral monuments, *Columbaria*, palaces, and private dwellings, are wantonly deprived of those smaller accessories, which nevertheless give them only their true and historical value. In this way may be excused, that the excavations at Salona, begun so early as 1821, were again discontinued in 1828. It is owing to the zealous and patriotic professor Carrara, at Spalatro, to have broached this subject anew, and his majesty the Emperor at once granted the necessary means for effecting this purpose in a business-like and grand manner; and it is said that even an especial commission is to be instituted, presided over by the lord-lieutenant of the province.

The aim of the excavations is double—first, to ascertain the topography and the plan of the ancient Salona; and second, to get possessed, in a *systematic* way, of the antiquities which will be met with. Mr. Carrara began his operations near the ancient wall surrounding the city, in January last, and already forty-two towers and their connecting parapets have been brought to light, affording much information on the military buildings of the Romans, and their subsequent uses by the barbarians of the north. In following up the line of circumvallation, a paved street, leading from a newly detected gate into the interior of the city, has been laid open, along which runs an aqueduct (*sewer?*); and an ancient bath, and an octogon temple have been also discovered. The present operations will continue until all the remaining temples, basilicas, thermes, and other show-buildings of the once famed residence of Diocletian, shall have been brought to light;—who, after his abdication, had retired amongst the structures and gardens of Salona, to the enjoyment of study and contemplation. The hitherto acquisitions of bronze and marble works, mosaics, medals, &c., bid fair for further valuable acquisition; the more so, when the excavations, which were hitherto merely carried on in the outer periphery of Salona, will have reached the more central portions of the city.

The Great Hamburg-Berlin Line.—This line had to contend with many difficulties, amongst which the necessary building of a branch line to Lauenburg, and the unfavourable position of the Berlin terminus were the chief; while, on the other hand, the uniform level of the line, as well as the lucrative branch line of Wittenberg-Magdeburg, may be considered fair offsets. Up to May, 31¼ miles (German) had been completed, and only 4¼ of the proper line remained unfinished. Of the 300 bridges laid down in the plan, 184 were ready, and 60 in process of building. The grand terminus of Hamburg, and the communication with the wharfs of the Elbe, have also been decided upon.

Railway to Rome!—It seems, that even previous to the accession of the present liberal pontiff, the objections to a line passing Rome had been nigh overcome. A small pamphlet published at the beginning of the present year, seemingly half official, says, that it cannot be asserted, that the papal government had ever properly resisted or declined the making of these roads, as the proposals made in this respect were rather adventurous schemes (*avventurosi projetti*) than business-like plans, bearing the stamp of respectability or responsibility. After this, we may safely say, that if a sound and sterling plan be submitted to the present pope, it *will* be accepted.

The Statue-Mania.—German periodicals speak, with much truth, of the above mania, which pervades our age. No sovereign dies, not even a duke of some German *two square miles land*, without a statue or other monument being erected to him. Bankers and all sorts of rich men follow the same wake. Not satisfied to honour the dead, we erect *memorials* even to those who, being still *alive*, are not in need thereof. *We*, certainly, cannot object much to these proceedures, in the *way of business*—but if, after all, *public* monuments are to be erected, let it be to such as deserve them, and have had none yet. Families may do with their money as they like—but let the people of this country remember, that Sir Thomas More, Sir W. Raleigh, Cabot, nay, even the monument-maker, Inigo Jones, are yet monument-less names.

Great attention to Railways—seems certainly to exist in Sweden, as the king has convoked an especial meeting of the Storthing of Norvegue, when a railway plan throughout the whole of that kingdom will be laid before the legislature.

"Tradesmen" Exhibition of Industry at Frankfort.—It deserves commendation, as it is worthy of imitation, that the different tradesmen of the above city have formed themselves into a society, who, on their own account, and for their own benefit, have established a show of their products, to which also some art-works were added. They are a branch of the Society for the Improvement of the Working Classes—a subject very energetically carried out in most parts of Germany.

The Nautical Gymnasiums of Paris—a real desideratum of the British Metropolis.—As the huge school of natation, Quai d'Orsay, has proved to be insufficient for the increasing *sanatory* and gymnastic exigencies of the French capital—another on a similarly vast scale is to be established in the Champs Elisées. It could not be well anywhere else, than near the five great steam-pumps of Chaillot—as it requires the enormous quantity of 80,000 litres (pints) of purified water, heated to 40° Réaumur, *every hour*. This hot water, in being brought in contact with an equal quantity of cold, will form a sort of flowing thermal rivulet. The statistics of popular bathing and natation in Paris, will still more prove the necessity of similar establishments with us. The different colleges and private schools of Paris contain 110,000 (?) pupils, of whom if only 30,000 were to frequent the nautical gymnasium ten times a year, would yield an income of 300,000 francs. A total population of 1,200,000 inhabitants, with 300,000 strangers, may, without exaggeration swell the above sum by 250,000 francs. The nautical gymnasium of the Champs Elisées will occupy an area of 2,400 metres. There will be a winter garden, a flower market, hot and warm houses for the exhibition of plants, with ample covered places for walking and lounging added to the establishment! [The establishment of such places is still more necessary with us, where a murky and hazy sky for months together—makes every promenading in the open air doubly irksome].

Medieval Antiquities of Rhenish Prussia.—The restoration of ancient monuments has been carried on of late with great energy, which is not only owing to the art-love of the king, but now even to popular impulse. But the execution does not seem always equally felicitous. Even the placing of the fine columns in the Aachen Minster, although they have existed originally, has not been done with proper discernment. Then, new Corinthian capitals have been made, while the old ones are still existing. The whole effect, however, cannot be judged of, until the ugly stucco ornaments of the whole octogon have been taken down. Another church deserving equal restoring attention is that of St. Adalbert, a Roman basilica built on a rocky prominence under Emperor Otto III. That the old civic jail of Aachen, called *Gras*, has not been taken down, is owing to the exertion of Prof. Bock. To him is also owing the complete restoration of the town-hall.

Statue of the Emperor Charles IV.—This statue is destined as a commemorative of the fifth centenary of the Prague University—the oldest in Germany. The model has just been exhibited in Mr. Burgschmied's workshop in Nurnberg. It is 14 feet high, and weighs 40 cwt. The emperor—a graceful, manly figure—is represented in the act of surrendering the charter of the university; the crowned head slightly bent. The costume is historically true, the *pallium* covering the rear part of the figure; the folds full, yet graceful. The under garment is covered with lilies, and on the right-hand side hang down the rich tassels of the girdle; the sword adorned with a large, artfully-wrought guard. The contractor, however, has undertakeo the difficult obligation of delivering the whole work, including a sculpture pedestal, to the Prague committee, at the end of the year 1847. The price is 80,000 fl. (9,000*l.*)

Canalization and Barrage of the Tiber.—An association of capitalists at Rome have made a proposal to government to canalize the Tiber from Ponte Felice to its embouchure, and to make it navigable for larger craft. They propose to build a harbour at Fiumicino, and thus establish a direct steam communication between Rome, Leghorn, and Naples, which would do away with the necessity of going, as heretofore, to Civitavechia. (As a plan has been before brought forth to dig up and drag the Tiber for its *antiquities*—of which, certainly, there must be many in its bed—both parties combined would be sure to do well.) J. L——v.

ARCHITECTS' GRIEVANCES.

Sir,—Without entering into a disquisition on the difference between intellectual wealth and the wealth of the pocket, or the different degree of protection afforded to each by a mercantile people, it will suffice for the present to call your attention to the following case; for I perceive it is your most anxious desire to do all in your power to lessen professional grievances.

Fourteen years ago I made designs for a bridge across the Thames near the Red-house, Battersea, which were exhibited at the time in the Royal Academy, and other public institutions. Surveys and models were made, soundings taken, property ascertained, and considerable progress made in the formation of a company to effect the undertaking. The purpose of the bridge was threefold—to afford a passage for the usual traffic, for railway carriages, and for funeral processions, as I intended to appropriate five or six hundred acres of the Battersea-fields for a West London cemetery; the whole of this plan formed part of a grand scheme of metropolitan improvement; but speculations of this kind were not so popular at that time as at present, and it has remained in abeyance.

Entering one of the committee-rooms of the House of Commons yesterday, I found there a committee and a host of official gentlemen under Government, busily engaged passing the clauses of a bill for, among other things, erecting a bridge over the Thames, near the Red-house, Battersea. Surely, Sir, this is an apt illustration of the text, "One soweth and another reapeth." I mentioned to one of the landed proprietors whom I saw in the room, that he would now get what I purposed for him fourteen years ago, and passed on my way with feelings which may be readily imagined by those who have similarly suffered.

I am, Sir, &c., W. Bardwell.

4, Great Queen-street, Westminster,
4th July.

Rating of Tenements.—A Bill has been introduced into the House of Commons, entitled "A Bill to provide that the owners of tenements of small annual value shall be assessed to the rate for the relief of the poor and the highway rate in place of the occupiers." It proposes to rate the owners of tenements which are under the net annual value of 6*l.*

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